

August 28, 2008

MEMORANDUM

TO: Lane County Board of Commissioners

FROM: City of Coburg

RE: Coburg/I-5 Interchange Area Management Plan (IAMP) And Its Relationship To Coburg's Comprehensive Plan Policies and Land Use Categories

Land Use Designations Inside the Coburg UGB and the IAMP Boundary

At the public hearing for the Coburg/I-5 Interchange Area Management Plan (IAMP) held August 5th, 2009, staff was asked for more specific information about the land uses within the UGB. Within this context, there was also a question related to the order of the planning process and code adoption.

County Code Adoption

Regarding code adoption process, the Coburg City Council adopted the IAMP April 12, 2009 and implemented the recommended code language into its regulatory structure. It is the Lane County code considerations that County Staff has recommended for future adoption into the County Code outside the City UGB. The City Zoning Code amendment has been implemented.

IAMPS Reflect Local Land Use

The Oregon Administrative Rule and Division 51 of the Oregon Highway Plan, state that IAMPs must *reflect* the adopted local land use designations. The IAMP recommendations are adjusted accordingly to accommodate what exists and what is planned to exist in adopted plans. In Coburg's case, the IAMP analysis and final recommendations did not need to go into additional depth with "protective" policies from certain types of land use because the City of Coburg has already codified demand management strategies around the interchange to protect both Coburg's small town character and the regional employment base regardless of the IAMP. This is articulated in more detail in IAMP sections 2.1-2.3. Attachments A and B of this memo are excerpts of Coburg Zoning Code and Comprehensive Plan policies that illustrate this point.

After reviewing the attached code, one might argue, for example, that a 50,000 square foot maximum-sized building footprint is a sizeable commercial development. However, there are additional provisions in the code such as requiring the set aside of 20% of each development over one acre for open space accessible to the public. There are also sight distance protections toward the Coburg Hills, building height limitations, and required transportation demand management integration regulations in place today. In short, there are a number of checks and balances in the Zoning Code to encourage and discourage certain types of development.

Existing Zoning Code

The existing City Zoning Code within the IAMP boundary includes three zone designations: Highway Commercial, Light Industrial, and Traditional Residential. (The Traditional Residential is approximately 30 acres abutting the historic residential area at the westernmost area within the IAMP boundary). Attachment A includes the adopted principal and conditional uses in the current Zoning Code for the commercial uses. These uses clearly revolve around industrial and auto/travel uses, not retail. The code was derived through an extensive periodic review process that was directed by a technical advisory team (including a DLCDC representative - Ed Moore's predecessor Margarite Nabeta - who was also a member of the technical advisory team for the IAMP); an exhaustive public outreach effort which spanned three years; and data provided by the 2004 Urbanization Study (EcoNorthwest) which informed the City regarding how much and what type of land uses were needed to accommodate a 20-year growth forecast. The designations were applied as such. The community was, and continues to be, a strong proponent of smart, compact growth that will protect the small town, historic character of Coburg and support the regional employment center.

Existing Comprehensive Plan Policies

Coburg Comprehensive Plan policies also provide specific direction for land use within the interchange area. Attachment B highlights a number of these. Goal 9 - Economic Development and Goal 12 - Transportation policies specifically contribute different aspects of protection from "big box retail" around the interchange.

IAMP Before Consideration of Future UGB Expansion

Coburg Comprehensive Policy 36 of Goal 12 states, [The] *City shall not expand the UGB east of Interstate 5 until the City has sufficient clarity on the configuration, timing, and cost of the interchange upgrade to conclude that adequate transportation facilities will be in place to serve future development.* This policy was crucial in deciding what order the City should pursue their planning work. There was recognition that the IAMP was the appropriate tool (as well as the required tool) to develop sufficient clarity about interchange reconstruction.

Cities Determine Land Uses

The City land use work was completed prior to the IAMP project. The land uses do not allow the type of retail that DLCDC mentions. However, it is important to note that while the community's vision for the interchange area is aligned with the DLCDC comment in the submitted letter, the IAMP may not direct the City to apply or prohibit any specific

land use. A land use alteration requires comprehensive public involvement, support of an updated urbanization study, and comprehensive plan amendment process. Again, the IAMP must reflect the local plans, it may not change land uses within a particular area. *The IAMP Complies with State and Local Requirements without Further Amendment*
The legal findings that address the compliance of the land use designations for the IAMP can be found in Appendix C: Findings of Compliance with Applicable State and Local Plans, Policies and Regulations. More detail regarding the supporting policies that already exist in the Comprehensive Plan can be found in Appendix B: Memo #1, Plans and Policy Review. This crucial portion of the project was derived during Task 3 and involved a thorough review and analysis of all relevant state, regional and local planning documents in order to establish a planning process and policy framework.

Staff is eager to address any additional questions at the September 15, 2009 work session.

CC: Stephanie Schulz, Lane County Public Works Land Use Division
Celia Barry Lane County Public Works Transportation Division
Mark Bernard, Lane County Public Works Transportation Division
Terry Cole, Oregon Department of Transportation Region 2
FILE

ATTACHMENT A

CURRENT COMMERCIAL DISTRICT REGULATIONS WITHIN THE INTERCHANGE AREA MANAGEMENT AREA

COBURG ZONING CODE ARTICLE VII DISTRICT REGULATIONS

D. Highway Commercial District (C-2)

1. Purpose

The purpose of the C-2 District is to provide goods and services that primarily serve the traveling public and regional market. The C-2 District is intended to promote a high quality of life through a diverse economy and strong tax base, transition between higher and lower intensity uses, and appropriately scaled commercial uses that fit the small town, historic character of the community.

2. Uses and Structures

a. Permitted Principal Uses and Structures, provided the total ground floor space does not exceed 50,000 square feet of gross floor area per building.

- (1) Commercial retail and service businesses, including automobile-related and automobile-dependent uses.
- (2) Commercial uses requiring outdoor storage, display, or customer service areas, such as vehicle sales, rental and repair, retail lumberyards, greenhouses, and retail building supply.
- (3) Institutional uses, including religious, human care, educational and social institutions and public and semi-public buildings.
- (4) Offices for professional services, professions and administrative uses.
- (5) Service and gasoline stations in compliance with Section VII.D.14
- (6) Eating Establishments
- (7) Existing agricultural, horticultural and livestock uses (no new uses after September 30, 2005).
- (8) Existing manufactured dwelling parks, mobile home parks, and other residential uses (no new residential uses), except per subsection (12).
- (9) Existing warehouse and wholesale distribution uses (no new uses after September 30, 2005).
- (10) Residential structures and uses for on-site security and/or management personnel in conjunction with and as part of another permitted use, up to 1,000 square feet total floor area.
- (11) Residential uses, provided they are part of a mixed-use building and all residential uses are on an upper floor (no ground floor residential use).
- (12) Transportation facilities, consistent with the City's Transportation System Plan.

b. Permitted Accessory Uses and Structures

Customary accessory uses to the permitted and conditional uses in subsections a. and c., provided that structures must be in compliance with the Uniform Building Code and may require a building permit

- c. Special Exceptions (Conditional Uses). The following uses are permitted with a conditional use permit pursuant to Article X, provided the total ground floor space does not exceed 50,000 square feet of gross floor area per building.
 - (1) Commercial recreation facilities including indoor theaters, bowling alleys, indoor skating rinks or similar uses that are conducted wholly within a fully enclosed building that is set back at least 75 feet from any property line shared with the Residential District.
 - (2) Ambulance service.
 - (3) New warehouse uses located on the south side of Delaney Street as noted in City Resolution 90-14.
 - (4) Truck stops on parcels or lots that do not share more than 75 feet of a property line with the Residential Zone.
 - (5) Increase in building height, as provided in subsection 5, below.

3. Lot Requirements

a. For parcels not served by public sewer:

- (1) The minimum lot area shall be 10,000 square feet.
- (2) The minimum average lot width shall be 100 feet.
- (3) A maximum of 60 percent of the lot may be covered by all buildings.

b. For parcels served by public sewers:

- (1) No minimum lot area or width is required.
- (2) The maximum allowable lot coverage is 80 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures but not including pedestrian pathways. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses.
- (3) A minimum of 15 percent of the total area of the site shall be landscaped in accordance with Article VIII, Supplementary District Regulations.

4. Yard Setbacks (measured from the building foundation to the respective property line.)

- a. Front Yard setbacks shall be a minimum of 5 feet and a maximum of 20 feet. No parking or loading areas shall be located within the front yard setback.
- b. Interior Side Yards and Rear Yards: 10 feet minimum.
- c. A 25-foot horizontal buffer zone shall be required between development and

any adjacent Residential District. This buffer is in addition to any required yard setbacks. This area shall provide landscaping to screen parking, service and delivery areas, and walls without windows or entries. The buffer may contain pedestrian seating any pedestrian pathways shall not contain any off-street parking, or storage of equipment, materials, vehicles, etc. Landscaping shall be in accordance with Article VIII.H of this Code.

- d. Water quality treatment areas may be provided within setback yards, subject to City approval.
 - e. Additional setbacks on public street frontages may be required to provide for planned widening of an adjacent street, consistent with the City's Transportation System Plan.
 - f. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above.
 - g. Construction of pathways and fence breaks in yard setbacks may be required to provide pedestrian connections to adjacent neighborhoods or uses, or other districts, or public pathways, consistent with the City's Transportation System Plan, Parks Plan or other applicable Comprehensive Plan policies and Zoning Code provisions.
 - h. Additional setbacks on public street frontages may be required to provide for planned widening of an adjacent street, consistent with the City's Transportation System Plan.
 - i. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above.
5. Maximum Height Standards
- a. The maximum structural height shall be 35 feet.
 - b. As provided in subsection 2.c (conditional use), a building may exceed this height limitation up to a total height of 45 feet when the new building does not abut a Residential District or an existing residential use.
6. Compliance with Design Standards and Guidelines
- a. All uses, structures and development in this district are subject to the applicable design and development standards in Article VIII, Supplementary District Regulations.
7. On-Premise Signs
See Sign Ordinance for requirements.
8. Parking and Access Requirements
See ARTICLE VIII Supplementary District Regulations.
9. Off-Site Signs

See Sign Ordinance for requirements.

10. Vision Clearance.
See Article VIII Supplementary District Regulations.

11. Street Standards

New development shall conform to the City's Street Standards, as adopted in the Transportation System Plan and set forth in Article VIII.

12. Building Orientation

- a. The primary entrance to a building shall be oriented to the street. "Oriented to the street" means that the building entrance faces the street, or is connected to the street by a direct and convenient separate pedestrian pathway not exceeding 60 feet in length. Streets used to comply with this standard are public streets or private streets that contain sidewalks and street trees.
- b. Building entrances on or within 30 feet of a public or private street shall connect to the street system and transit facilities through separated pedestrian pathways that comply with the federal Americans With Disabilities Act (ADA) and City regulations.
- c. When the only street abutting a development is an arterial street, the building's entrance(s) may be oriented to an internal drive when impractical to orient towards the street. The internal drive or street shall have a raised, ADA-compliant pathway connecting the building entrance(s) to the street right-of-way.
- d. No loading or delivery areas shall be located adjacent to the Residential District.

13. Building Design Standards

- a. All new commercial buildings shall have exterior wall articulation every 20 horizontal feet and shall include varied exterior treatment, e.g., varied materials, painting, etc. along the entire façade.
- b. All new commercial buildings shall have display windows on the primary frontage, occupying at least 50% of horizontal linear dimension of wall and located not more than three (3) feet above the finished grade. Display windows shall be recessed in the wall a minimum of three (3) feet, and their contents shall be visible through transparent glass. Windows mounted on the exterior façade, non-transparent glass, and non-glass materials covering the inside or outside of any portion of the display window are prohibited.

14. Standards for Service Stations

In addition to meeting the design and development standards in Article VIII, Service Stations shall comply with the additional standards below:

a. Locational Standards

- (1) Service stations in retail commercial shopping centers or as part of

another commercial development shall be adjacent to a public street. Vehicular access to the station may be from an internal drive or private street rather than directly from a public street.

- (2) At the time the service station use is established, the site shall not share any property line with an existing residential use or the Residential District.
- (6) The minimum distance from the site to the Residential District, or an existing residential, school, park, playground, church, or museum use, shall be 200 feet.
- (7) The minimum distance between service station sites shall be 400 feet, except at intersections.
- (8) Not more than two (2) service stations shall be located at any given intersection. When two service stations are proposed to be located within 400 feet of an at-grade intersection, they shall be situated on diagonally opposite corners.
- (9) New service stations on the same side of a street or highway shall be no closer than 1,500 feet to any part of any existing building on another service station site. This shall not prevent major renovation of existing structures in accordance with this Code.

b. Site Design

- (1) A minimum of fifteen (15) percent of the service station site shall be landscaped in accordance with Article VIII. Existing specimen trees, mature ornamental shrubs, and ground cover shall be preserved whenever possible.
- (2) Perimeter Buffering
 - (a) A fence, hedge or wall shall be erected on all interior property lines.
 - (b) Such a fence, hedge or wall shall be a minimum of five (5) feet and a maximum of seven (7) feet in height, except within 40 feet of street rights-of-way, where it may be no higher than three (3) feet in height.
 - (c) No portion of any fence, hedge or wall shall be within 15 feet of a street right-of-way.
 - (d) The fence, hedge or wall shall screen 70 percent of the view between the service station and adjacent property.
 - (e) These perimeter buffering requirements does not apply to service stations built as part of a shopping center or other commercial development, or where the service station site shares a property line with another commercial use or development.
- (3) Each landscaped and planted area shall be serviced by an underground irrigation system that is remotely operated, unless the applicant submits professional certification that the proposed plant species are drought-tolerant for Coburg's climate and the site conditions. Planted areas must remain living after planting and shall be continuously maintained by the property owner. If the vegetation fails to survive or is otherwise not maintained in good condition, the property owner shall

replace them with an equivalent species and size within 180 days.

c. Access

- (1) A service station shall be permitted not more than two curb cuts for each arterial street frontage under City jurisdiction.
- (2) Access on County roads and State highways shall be determined by Lane County and the Oregon Department of Transportation, respectively.

d. Signs

See Sign Ordinance for requirements.

e. Exterior Lighting

- (1) Freestanding lighting fixtures shall not exceed a height of 20 feet.
- (2) Lighting fixtures shall be shielded and not shine or glare off the property.

f. Operations

- (1) All service stations must comply with all applicable state and federal rules and regulations.

E. Light Industrial District (LI)

1. Purpose

The purpose of the LI District is to provide areas for manufacturing, assembly, packaging, wholesaling, related activities, and limited commercial uses that support local industry and are compatible with the surrounding commercial and residential districts. The LI District is intended to promote a high quality of life through a diverse economy and strong tax base, transition between higher and lower intensity uses, and appropriately scaled non-polluting industrial uses that fit the small town, historic character of the community.

2. Uses and Structures

a. Permitted Principal Uses and Structures

- (1) Commercial and Service.
 - (a) Office(s) provided the office(s) are integral to a primary industrial use (e.g., administrative offices).
 - (b) Retail and service commercial uses up to 5,000 square feet in gross floor area per (e.g., convenience markets, restaurants, banks, dry cleaners, retail sales of products made on-site, and similar uses).
- (2) Manufacturing and Assembly, and Associated Sales of products

manufactured or assembled on-site.

- (a) Boat building and repairs.
- (b) Cabinet and sash and door shop.
- (c) Electrical and electronic equipment.
- (d) Food products, except the rendering or refining of fats or oils and meat packing plants.
- (e) Furniture manufacture and assembly.
- (f) Ice.
- (g) Paint shop.
- (h) Plumbing supplies.
- (i) Pottery.
- (j) Soft drinks.
- (k) Trailers, campers and recreational vehicles.
- (l) Upholstery.
- (m) Vehicle maintenance and repair facilities.
- (n) Recreational vehicles sales lots, including sales of vehicles manufactured off-site.

(3) Processing.

- (a) Greenhouses.
- (b) Laundry cleaning and dyeing plants, including rugs and carpets.
- (c) Printing and publication.

(4) Utilities.

- (a) Distribution plant.
- (b) Service yard.
- (c) Substation.

(5) Wholesaling, warehousing and storage not exceeding 250,000 square feet.

- (a) Building material storage yards.
- (b) Cold storage.
- (c) Contractor's storage yard.
- (d) Distribution agencies.
- (e) Household and consumer goods.
- (f) Vehicles, boats, aircraft.
- (g) Warehousing of manufacturing products.
- (h) Wholesale businesses and sales room.
- (i) Storage.

(6) Agricultural, horticultural, and livestock uses that were legally established prior to [September 30, 2005].

(7) Other

- (a) Accessory buildings and uses normal and incidental to the uses permitted in this district.

- (b) Animal hospitals and clinics.
- (c) Public parking areas and structures.
- (d) Residential structures and uses for on-site security and/or management personnel in conjunction with and as a part of a Light Industrial District permitted use not exceed 1,000 square feet in total area.

(8) Transportation facilities, consistent with the City's Transportation System Plan.

b. Special Exceptions (Conditional Uses). The following uses require a conditional use permit in accordance with Article VIII, conditional use procedures and criteria:

- (1) Public and semi-public buildings--including, but not limited to, fire stations and reservoirs--essential to the physical, social and economic welfare of an area.
- (2) Service stations (See standards in ARTICLE VII.C).
- (3) Stone yards and marble works.
- (4) Agricultural, horticultural, and livestock uses that were legally established prior to September 30, 2005.
- (5) Wireless communication equipment, including radio (i.e., cellular), television and similar types of transmission and receiving facilities, in conformance with the Federal Telecommunications Act of 1996 and the provisions of Article X.B.13.
- (6) Other
 - (a) Resource extraction, including, but not limited to, the operation of mineral and aggregate quarries. The conditional use permit shall include an approved site reclamation plan, submitted by the applicant, which complies with applicable requirements of State natural resource regulatory agencies.
- (9) Increase in building height, as provided in subsection 3, below.

3. Maximum Height Standards

The maximum structural height shall be 35 feet, except as follows:

- a. Increased height may be approved for Wireless Communication facilities, subject to the provisions of Article VIII, Section J.

4. Lot Requirements

For parcels not served by public sewer:

- a. The minimum lot area shall be 10,000 square feet.
- b. The minimum lot width shall be 100 feet.
- c. A maximum of 60 percent of the lot covered by all buildings.

For parcels served by public sewers:

- (1) The maximum allowable lot coverage is 80 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures but not including pedestrian pathways. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses.
 - (2) A minimum of 15 percent of the total area of the site shall be landscaped in accordance with Article VIII, Supplementary District Regulations.
5. Yard Setbacks (measured from the building foundation to the respective property line.)
- (a) Front Yards: 20 feet minimum; within which there shall be landscaping that conforms to the provisions of Article VIII. Front setback yards may contain roof overhangs (roof drains required), awnings, canopies, pedestrian seating and pedestrian pathways but shall not contain any storage of equipment, materials, vehicles, etc. Landscaping shall be in accordance with Article VIII.H of this Code.
 - (b) Side and Rear Yards Adjacent to Streets: See Front Yards.
 - (c) Interior Side Yards and Rear Yards: 10 feet minimum
 - (d) Where an industrial use abuts a residential district, a 25 foot setback is the minimum area that shall be required between any development and any adjacent Residential District. Additional setback up to 200 feet may be required where the proposed activity would have a significant impact on adjacent residential property in the form of noise, dust, smoke, vibration or other negative impact that is perceptible beyond the property boundaries. A 25-foot landscaped horizontal buffer zone shall be required between development and any adjacent Residential District. This buffer shall be included within any required yard setbacks. This area shall provide landscaping to screen buildings, parking, and service and delivery areas. The buffer may contain pedestrian seating and pedestrian pathways but shall not contain any off-street parking, or storage of equipment, materials, vehicles, etc. Landscaping shall be in accordance with Article VIII.H of this Code.
 - (e) Water quality treatment areas may be provided within setback yards, subject to City approval.
 - (f) Construction of pathways and fence breaks in yard setbacks may be required to provide pedestrian connections to adjacent neighborhoods or uses, or other districts.
 - (g) Additional setbacks on public street frontages may be required to provide for planned widening of an adjacent street, consistent with the City's Transportation System Plan
 - (h) All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed

above.

6. Compliance with Design Standards and Guidelines
 - a. All uses, structures and development in this district are subject to the applicable design and development standards in Article VIII.

ATTACHMENT B

COBURG COMPREHENSIVE PLAN POLICIES **Applicable Within the Interchange Area Management Plan**

Goal 9: Economy of the City

LCDC Goal: “To diversify and improve the economy....”

Coburg Objective: To guide community development in such a way that the local economy is improved while maintaining Coburg’s small town atmosphere.

General

Policy 1: The City will program the facilities and services necessary for an appropriate level of economic diversification, and will, develop a Capital Improvements Program and Community Facilities Plan.

Policy 2: Lands for the expansion within the City, of business (commercial and industrial activities), will be provided to the extent necessary to meet local employment needs, to accommodate the identified regional needs, to provide an adequate tax base, and to support future population growth.

Commercial

Policy 3: Compatible with maintaining a rural small business community, land suitable for a full range of retail, professional and service uses will be provided in the downtown area. Civic, social and cultural functions serving the community at large are also deemed appropriate in the downtown area.

Policy 4: A “Highway Commercial” district will be located adjacent to the I-5 interchange. The purpose of the Highway Commercial Plan designation is to provide goods and services that primarily serve the traveling public. Uses in this area will preserve the small town and historic character of Coburg, by having compatibility in architectural design and scale with the Central Business District and/or Residential designations. Development of the Highway Commercial District shall be considered secondary to the development of the downtown area, however.

Policy 5: Business and commercial uses will provide off-street parking and loading areas to accommodate associated vehicles as specified in the Zoning Ordinance.

Industrial

Policy 6: An adequate amount of level, buildable land which has good access to arterial streets shall be provided within existing city limits to meet local and regional industrial needs.

Policy 7: A buffer, subject to conditions of the Zoning Code, shall be required along the boundary of all industrial areas that abut a residential district or shall be used to act as a buffer between the two districts or conflicting uses. Setback requirements of the Zoning Code shall also reflect buffering needs.

Policy 8: Industrial uses shall be grouped together within well-designated industrial parks or subdivisions so as to promote:

- A pollution free environment;
- The highest aesthetic standards possible;

- Minimum impact on adjacent lands;
- Development within the constraints of the natural environment; and
- Compliance with LCDC Goals and Guidelines.

Policy 9: Public facilities, including water, streets and fire and police protection, already exist which are capable of meeting the needs of expanded commercial and industrial development within the Urban Growth Boundary.

Jobs and the Economy

Policy 10: The City shall promote a diverse economy that continues to support a strong tax base for the community.

Policy 11: The City shall promote quality of life and compatibility of commercial and industrial uses with the small town, historic character of the community.

Policy 12: The City shall coordinate with state and regional economic development organizations to ensure the City's goal of economic diversity is considered in business recruitment strategies that affect Coburg.

Policy 13: The City shall foster a business environment and land use system that meet a variety of residents' needs for goods and services, to reduce daily travel to Eugene, while maintaining Coburg's small town character.

Policy 14: The City shall encourage environmentally friendly, low-polluting industries.

Policy 15: The City shall support existing businesses.

Policy 16: The City shall support efforts to create high-wage jobs in Coburg by the following:

- a. Coordinate with other economic development organizations to develop a coherent and effective marketing program
- b. Develop incentives to retain and expand existing firms
- c. Maintain and enhance Coburg's image as a community

Policy 17: The City shall diversify employment base by the following:

- a. Provide developable land necessary to accommodate economic growth
- b. Research and develop policies that discourage big-box retail and strip commercial uses.

Policy 18: The City shall coordinate economic development activities by the following:

- a. Develop City institutional strategy for a City economic development process.
- b. Coordinate with the School District.

Policy 19: The City shall support businesses in Coburg by the following:

- a. Sustain and enhance business skills and management training available in Coburg.

b. Coordinate and support other organizations to sustain and expand workforce services available in Coburg.

c. Improve information about and access to programs available through the Oregon Economic and Community development department, Small Businesses Administration, and other agencies.

GOAL 12: Transportation

Policy 36: The City shall not expand the UGB east of Interstate 5 until the City has sufficient clarity on the configuration, timing, and cost of the interchange upgrade to conclude that adequate transportation facilities will be in place to serve future development.

Policy 37: The City shall ensure that developments along high capacity transportation corridors are reasonably transit-oriented and compatible with the city's character.

Policy 40: The ~~exception~~ area immediately east of Interstate 5, when included within the urban growth boundary and city limits, shall have a process for transportation review criteria placed on the property to assure that any new development or redevelopment on the property that increases trip generation from the site is required to go through a plan amendment application with the city and will be required to address the requirements of Section 0060 of the TPR regarding impacts to state, county, and city transportation facilities. The property owner or applicant may be required to complete a traffic impact analysis, road dedications, and road improvements for affected County Roads, consistent with the Lane County Transportation System Plan goals and policies and with County requirements for roads in Lane Code 15.

Policy 41: The ~~exception~~ area immediately east of the Interstate 5 interchange shall have an established trip generation baseline upon annexation of the property. The trip generation baseline shall be for average daily trips (ADT), weekday AM peak and weekday PM peak trips, based on ITE Trip Generation Manual and inventory of uses is as shown in Exhibit 2 and is incorporated as policy by reference.

Policy 42: All new development proposals and/or redevelopment proposals in the exception area immediately east of Interstate 5 that exceed the baseline trip generation established upon annexation shall be required to apply for a city plan amendment application and meet Statewide Goal 12, Transportation Planning Rule, in particular Section 0060, and develop a transportation analysis to determine the impact on the interchange and on County Roads. The County may require a traffic impact analysis and road improvements consistent with the Lane County Transportation System Plan goals and policies and with County requirements for roads in Lane Code 15. The new site development or redevelopment shall be required to measure the following trip impacts for all three of the following:

- Weekday PM peak hour trips between 4:00 pm and 6:00 pm
- Weekday AM peak hour trips between 6:00 am and 9:00 am
- Average Daily trips for the entire area in question.

Policy 43: In the event that Interchange Refinement Plan is completed and adopted in the Coburg TSP or Interchange Area Management Plan is developed and adopted, the ~~exception~~ areas immediately east of Interstate 5 shall be included in the plans and shall be governed by the results of that plan. Notwithstanding this provision, a traffic impact analysis, road dedications and road improvements may be required for new development affecting County roads in this area.